

**REMARKS**

The Applicants have amended claim 1 to focus the claims on the center one-half of the generally central region previously recited, *i.e.*, within the narrow region defined by one-half of the distance between the centerline and the vehicle's brake booster.

The Applicants respectfully submit that none of the cited references, Haynes' Ford Taurus & Mercury Sable Taurus Repair Manual ("Haynes Taurus Manual"), Japan Patent Publication No. 01/030,856 to Toshihiro ("Toshihiro") or Haynes' Subaru Legacy Automotive Repair Manual ("Haynes Legacy Manual"), either alone or in combination, disclose or suggest the present invention as currently claimed, as none of these references discloses or suggests the concentration of the recited components in the narrowed center region recited in amended claim 1.

In addition to presenting the foregoing amendment, the Applicants wish to expand on their comments, made during the recent telephone call concerning the scheduling of an Examiner interview, as to the inappropriate reliance on the Haynes Taurus Manual for the pending 35 U.S.C. § 102(b) and 35 U.S.C. § 103(a) rejections., as well as to identify an error in the citation to the Haynes Legacy Manual.

**Haynes Taurus Manual:** In the April 3, 2002 Office Action, the Examiner identified a number of the electrical components cited in claim 1 as being present in the Haynes Taurus Manual. However, these components are widely scattered about the periphery of the Taurus engine compartment and outer reaches of the dashboard and are outside the recited central region, and thus are not concentrated in the manner identified in the present application. Indeed, the only co-location of any sort identified in the April 3, 2002 Office Action is an assertion that this reference discloses a power window relay "integral with the fuse/junction box." Because this assertion is demonstrably incorrect, the Applicants respectfully submit that the Haynes Taurus Manual fails to disclose or suggest *any* concentration of electrical components as presently claimed, and that therefore none of the rejections based on this reference can stand.

The Applicants maintain that the cited figure 4.2 in the Haynes Taurus Manual does *not* show a power window relay in the fuse panel illustrated in the figure. Figure 4.2 shows only: (i) a fuse panel; (ii) a line from a fuse-shaped object labeled "15 AMP" to a circled number "6"; and (iii) a key identifying item "6" with the words "Rear window wiper and washer (station wagon), power window relay, radio and headlamp illumination fuse." It is the

Applicant's position, that the item labeled "6" in figure 4.2 is just another one of the 18 fuses identified in the fuse panel, and that no one of ordinary skill in the art would find *any* teaching or suggestion that this fuse panel contains or is near a power window relay.<sup>1</sup> Indeed, in the course of discussing this point, the Applicants' representative noted that he had personal knowledge from having worked with this common Ford fuse panel that item 6 is in fact a fuse, and that Ford has typically located the power window relay under a completely separate portion of the dashboard. In response to this comment, the Applicants understood the Examiner to be maintaining his position that figure 4.2 discloses a power window with this fuse panel, and that notwithstanding the Applicants' representative's experience, there is nothing in the record to prove that the power window relay is *not* located with the figure 4.2 fuse panel.

The Applicants wish to clarify that their representative's comments concerning his experience with the Ford fuse panel were not offered as "proof" that the power window relay is not located with the figure 4.2 fuse panel as the Examiner asserts, but instead were intended to provide the Examiner assistance in recognizing that the fuse-shaped object labeled "15 AMP" is not a relay. These comments do not, in any event, require further elaboration, as it should be plain from the face of figure 4.2 (*i.e.*, within the record) that this fuse panel does not contain a power window relay.

The Examiner's assertion in the Office Action that a power window relay is integral with the figure 4.2 fuse panel appears to be based on the fact that the text of item 6 does not have the word "fuse" directly after the words "power window relay." There are several reasons why one of ordinary skill in the art would not read figure 4.2 in this manner, only three of which need be stated to make such manifest.

First, in all but one of the sixteen fuse description labels in figure 4.2, the word "fuse" is used only once, at the end of the description.<sup>2</sup> One of ordinary skill, viewing this

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<sup>1</sup> The Applicants also noted that while the Examiner has described the figure 4.2 fuse panel as a "fuse/junction box" (April 3, 2002 Office Action at 2) there is nothing in this figure to suggest that this fuse *panel* also serves as a junction box, *i.e.*, a location where connectors between various segments of a wiring harness meet. In fact, one of ordinary skill in the art with knowledge of the back side of this Ford fuse panel design would recognize that there are *no* junctions associated with this fuse panel -- only non-detachable wires from individual circuits that enter the back of the fuse panel and are affixed to their respective fuse holder contacts.

<sup>2</sup> The remaining two of the eighteen fuse positions, 7 and 14, are listed as "Not used."

illustration of a fuse panel and its key as a whole, and possessing the common knowledge that individual fuses in automotive fuse panels often supply multiple equipment items, would read each of these labels as plainly describing the fuse *for* the equipment listed in the label, not that this fuse panel contains both fuses *and* the various disparate items of electrical equipment listed.

Second, if item 6 were to be read as including the power window relay because the word “fuse” does not directly follow “power window relay,” then the item 6 reference to “[r]ear window wiper and washer (station wagon)” -- which is also missing the word “fuse” directly following it -- could only be interpreted as requiring the “rear window wiper and washer” also to be “integral with the fuse/junction box.” Given the location of the fuse box under the dashboard, no one could reasonably maintain that one of ordinary skill in the art would interpret figure 4.2 as teaching the rear wiper and washer to be with the fuse panel.

Finally, carried to its logical end, maintaining that fuse-shaped item 6 discloses or suggests a power window relay because the word “fuse” does not follow “power window relay” would require that the fuse-shaped item 8 (also labeled “15 AMP”) be interpreted to be an under-dash combination “[c]lock, radio memory, power mirrors, [and] interior lamps” unit -- simply because the item 8 label does not include the word “fuse” *anywhere*. One of ordinary skill in the art would, of course, dismiss out of hand the idea of these components being located under the dashboard with the fuse panel.

In sum, the Applicants maintain that, on the present record, figure 4.2 the Haynes Taurus Manual does not disclose or suggest a “power window relay integral with the fuse/junction box” as asserted, nor otherwise disclose the concentration of the recited components in the manner taught in the present application. Accordingly, the § 102(b) and § 103(a) rejections based on this reference cannot stand.

**Haynes Legacy Manual:** The April 3, 2002 Office action is also flawed in citing the Haynes Legacy Manual in support of a § 103(a) rejection. The Office Actions asserts that the Legacy Manual teaches that pre-1997 Subaru Legacy vehicles had an ABS actuator “located on a generally central portion of the dash.” April 3, 2002 Office Action at 5. In fact, Legacy figure 17.1 discloses both an ABS “control module” and an ABS “hydraulic control unit,” and only discloses that on pre-1997 models, the ABS “control module” (*i.e.*, the electronics portion) was in the dash, while in later models it “is an integral part of the hydraulic control unit.”

The Applicants respectfully note that claim 1 does not recite an ABS electronics module, but "an ABS actuator" -- i.e., the unit that actuates the wheels' brake cylinders. See Application at 9:26-10:4 (describing the hydraulic connections between ABS actuator 28 and the vehicle's wheel brake cylinders). Contrary to the Examiner's assertion, the Haynes Legacy Manual discloses exactly the opposite arrangement to the recited concentration of an ABS actuator in a central region. What Haynes Legacy Manual actually discloses that regardless of where its ABS electronics have been located, its ABS *actuator* (i.e., ABS hydraulic control unit 1) has *always* been located at the extreme right front of the Legacy engine compartment, outside any "central region." See Legacy figure 17.1 and accompanying text. This reference therefore does not teach or suggest concentration of an ABS actuator in a central region as presently claimed, and therefore cannot support the § 103(a) rejection entered in the April 3, 2002 Office Action.

**Conclusion**

In view of the foregoing preliminary amendment and remarks, it is respectfully submitted that claims 1-8 are presently in condition for allowance. The Applicants therefore earnestly solicit an early and favorable action on the merits and issuance of a Notice of Allowance for these claims.

The Examiner is invited to contact the undersigned at (202) 220-4232 to discuss any matter concerning this application.

The Office is authorized to charge any underpayment or credit any overpayment to Kenyon & Kenyon Deposit Account No. 11-0600.

Respectfully submitted,



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**MARKED-UP VERSION OF AMENDMENTS**

**IN THE CLAIMS:**

1. (Twice amended) A structure in which a plurality of electrical equipments are arranged in a motor vehicle, comprising:

at least two electrical equipments selected from an engine control computer, a relay block, a junction box, an ABS actuator, and a meter unit; and

a vehicle body with a longitudinal centerline that defines a space including a generally centralized region as viewed in a direction of the width of the vehicle, said region extending symmetrically from both sides of the centerline for a distance which is no more than one-half the distance, measured in a direction normal to the centerline, between the centerline and a longitudinal axis of a brake booster disposed within the vehicle body,

wherein said at least two electrical equipments are concentrated in said generally central region of the space defined by the vehicle body [, and

further wherein said generally central region of the space defined by the vehicle body comprises a first region that is closer in the vehicle width direction to a longitudinal centerline of the vehicle than a position at which a brake booster is located, and a second region that is symmetrical with said first region with respect to said vehicle centerline].